Outbreak of SARS in far Eastern region

832. DR. ALLADI P. RAJKUMAR: Will the Minister of SHIPPING be pleased to state:

(a) whether the Indian shipping companies suffered losses as a result of outbreak of SARS in far Eastern countries;

(b) if so, whether these shipping companies had to curtail their voyages to ports in far Eastern region; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) No, Sir.

(b) and (c) Do not arise.

Container terminals at Mumbai

833. SHRIMATI BIMBA RAIKAR: Will the Minister of SHIPPING be pleased to state:

(a) whether two container terminals at Mumbai are being run by JNPT and a privately owned P&O Management, respectively;

(b) whether the JNPT proposes to offer a third container terminal to the private operators and has called for bids;

(c) whether P&O Management has been disqualified by JNPT for bidding for the new terminal on the grounds of constituting a monopoly; and

(d) whether the P&O terminal at Mumbai is considered more efficient and economically operative by the shipping industry?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) There are, at present, two container terminals at Jawaharlal Nehru Port, Navi Mumbai. One container terminal is managed and operated by the Jawaharlal Nehru Port Trust (JNPT) itself and the other one is managed and operated by a private company, namely, Nhava Sheva International Container Terminal Private Limited (NSICT) controlled by P&O Australia Ports Pty Limited on Build, Operate and Transfer (BOT) basis under a License Agreement with the JNPT.

(b) It has been decided to redevelop the existing Bulk Terminal at Jawaharlal Nehru Port as a Container Terminal on BOT basis. Out of 12 parties who submitted their applications in response to the 'Request for Qualification' notice issued by JNPT for this project, the Port Trust has short-listed 10 parties for participation in the bids and invited proposals from them.

(c) The existing private Container Terminal Operator at Jawaharlal Nehru Port i.e. Nhava Sheva International Container Terminal Private Limited, its parent company and any other company belonging to its group have been excluded from the bidding process for the project mentioned at (b) above in the interest of promoting intra-port competition and preventing private monopoly/concentration of power in a single private party.

(d) In the absence of authentic, reliable and verifiable common parameters which could form the basis for measurement of comparative efficiency and operational economy, any comparison, in absolute terms, between different terminals will not be tenable.

Survey for development of inland waterways

834. SHRI MANOJ BHATTACHARYA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government have carried out any survey for developing inland waterways through rivers and canals in the country;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether Government are aware that there is a tremendous potential and scope for the development of inland water transport system within the country both for passengers and cargo; and

(d) if so, the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) and (b) Yes, Sir. Techno-Economic Feasibility studies including surveys have been carried out on several inland waterways including Sunderbans, Barak River, Kakinada-Mercaunam canals integrated with Godavari and Krishna Rivers, and DVC canal; Three waterways namely, (i) Ganga-Bhagirathi-